

C-O-N-F-I-D-E-N-T-I-A-L		SEE BOTTOM OF PAGE FOR SPECIAL CONTROLS, IF ANY	
INFORMATION REPORT		This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.	
PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY			
COUNTRY Poland			
SUBJECT Port Information: Stettin	DATE DISTRIBUTED 18 March 1957 25X1		
	NO. OF PAGES 4	NO. OF ENCLS.	
	SUPPLEMENT TO REPORT #		25X1
		IVE TO	
THIS IS UNEVALUATED INFORMATION			
<p><u>THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 20-57).</u></p>			
<p>2. <u>Alphabetical Designators</u> In connection with information contained herein, specific points of interest are noted on <u> </u> EO Chart No 4925 and referred to in this report by the following alphabetical designators:</p>			
<p>A. Anchorage, pilot aboard and discharged (first call)</p> <p>B. Fire brigade discharged</p> <p>C. Berth (first call) and first berth (third call)</p> <p>D. Anchorage and pilot aboard (third call)</p> <p>E. Fire boat</p> <p>F. Area of new construction on mole</p> <p>G. 4-8 new dolphins</p> <p>H. Small boat yard</p> <p>I. Two Polish destroyers</p> <p>J. Two "E-boats"</p> <p>K. Polish minesweepers</p> <p>L. Subchasers</p> <p>M. Old "E-boats"</p> <p>N. Coaling berths and Second berth (third call)</p> <p>O. Ore berths</p> <p>P. Berthing area of three freighters</p> <p>Q. Two <u> </u> freighters</p> <p>R. Berthing area of 10 <u> </u> freighters</p> <p>S. Berthing area of 6 Polish freighters</p>		<p>25X1</p> <p>25X1</p> <p>25X1</p>	
<p>3. <u>Approach, Anchorage and Pilot Data</u> Vessel aboard which source visited subject port called there on three occasions: 27-29 Mar, 3-6 Jun and 5-8 Aug 56. Source provided little information concerning the June call, therefore, the bulk of this report concerns information pertaining to the first and third calls. BA Charts were used by the vessel's officers for navigational purposes during the approach to subject port. The BA Charts were reportedly accurate and up-to-date. Vessel's approach on all occasions was through the</p>			
C-O-N-F-I-D-E-N-T-I-A-L			
DISTRIBUTION			
STATE	ARMY	NAVY	AIR
			FBI

NOFORN**NO DISSEM ABROAD****LIMITED**

LIMITED: Dissemination limited to full-time employees of CIA, AEC and FBI; and, within State and Defense, to the intelligence components, other offices producing NIS elements, and higher echelons with their immediate supporting staffs. Not to be disseminated to consultants, external projects or reserve personnel on short term active duty (excepting individuals who are normally full-time employees of CIA, AEC, FBI, State or Defense) unless the written permission of the originating office has been obtained through the Assistant Director for Collection and Dissemination, CIA.

C-O-N-F-I-D-E-N-T-I-A-L

- 2 -

"western minefield track." However, source reported that the whole area has been swept clear of mines except the [] mine field which is north, south, and east of Barnholm Island. Vessel's anchorage for the first call 27-29 Mar 56 was completed 272130A March at position labeled designator A. Pilot boarded the vessel 280630A from a new 35-foot, diesel-powered, single-screw motor launch. The engines of the launch were still being "broken in" and the boat could navigate only at reduced speeds. The boat was painted black and flew the international pilot flag. Pilot []

[] provided "very good" service. Vessel got underway from the anchorage at 280725A following the "usual" track into the channel. One stop was made at 280800A at position labeled designator B to discharge a "fire brigade" representative, who accompanied the pilot aboard. Vessel arrived at berth at position labeled designator C at 281200A. Weather during the call was "good"; the mean temperature was about 35° F. Upon departure the outgoing pilot boarded the vessel at the berth at 290600A and was discharged at position labeled designator A at 291030A. The anchorage for the third call was located at position labeled designator D. Vessel arrived at the anchorage 051445A Aug 56. Pilot boarded the vessel four hours later. Pilot []

Source rated pilot's service as "good." Vessel reached the first of two berths at 061030A. The first berth was located at position labeled designator C. The second berth was located at position labeled designator F. The weather during the call was fair. Upon departure from subject port the outgoing pilot boarded vessel at berth at 080730A. Outgoing pilot was about 35-40 years of age and spoke good English. He provided "good" service. Outgoing pilot was discharged at 080815A.

4. Controls Regarding the first call, source reported vessel was boarded at the anchorage by a one-man "fire brigade" and one "control" official. The "fire brigade" representative was discharged on the incoming track as reported in paragraph 3. The "control" official was joined by one immigration official and two customs officials at the berth at 271400A. The control party remained aboard about 45 minutes and sealed the vessel's radio and cameras. A three-man guard was stationed aboard the ship--one on the bow, one on the fantail, and one at the gangway. All guards were armed with machine guns and wore field green, winter uniforms. Upon departure the boarding party reboarded the vessel and remained aboard about 30 minutes before the vessel departed from its berth. Concerning controls in effect during vessel's second call, source reported it seemed that the government was more afraid of stowaways trying to leave Poland than the presence of the vessel. No one was allowed to come aboard alone and all passes of those coming aboard were closely examined. The members of the boarding party denied any knowledge of English but one member finally started a conversation in English but was constantly interrupted by the others who wanted to know what was being said. The control party which came aboard on vessel's third call at subject port consisted of a fire inspector, customs, and vessel agent, all of whom boarded the vessel with the pilot. Cameras were not allowed ashore and coffee, spices, and cigarettes were sealed. A two-man guard was stationed on the dock.
5. Harbor Craft Vessel was assisted in berthing by one tug during first call at subject port. Source believed that the tug was also used as an icebreaker. Four other tugs very similar to the one employed by the vessel were seen during the call. All were fairly old, steam-powered, single-screw, medium to large sized tugs. A 45° fire boat manned by a naval "fire brigade" was at position labeled designator E. The boat was old but was fully equipped with pumping equipment and nozzles as well as chemical extinguishers. One tug was used by the vessel during its third call at subject port. Source observed no other harbor craft during the third call.
6. Berth Vessel's berth during the first call was at position labeled designator C. Loading of 224.7 metric tons of pure benzol was commenced at 281638A. The pure benzol was loaded directly from tank cars which the agent said had come directly from the refinery. The loading of the pure benzol was completed at 282310A and loading of 2,007.11 metric tons of crude benzol was commenced shortly thereafter. The crude benzol was pumped from a tank storage farm southwest of the berth directly to the vessel. Cargo operations were completed at 291610A. Concerning the third call, source reported that vessel

C-O-N-F-I-D-E-N-T-I-A-L

NOFORN

NO DISSEM ABROAD

LIMITED

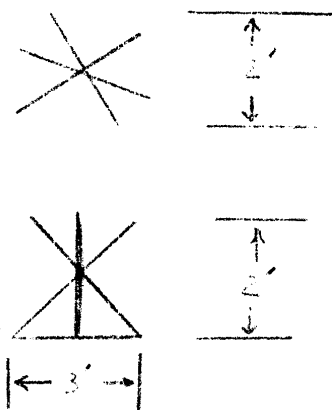
C-O-N-F-I-D-E-N-T-I-A-L

- 3 -

25X1

berthed at two positions labeled designators C and N. Source did not remember the quantities loaded at each berth. The first berthing was completed at 061030A and loading operations began at 061335A and were completed at 070510A. Pilot came aboard the vessel 070610A and vessel completed the shift to the second berth at 070710A. Loading operations at the second berth were begun at 071200A and completed 080420A. Total outgoing cargo loaded at both berths was 219.492 metric tons of pure benzol and 2,822.22 metric tons of motor benzol.

7. Construction Source reported seeing four new concrete blocks located on the end of the mole labeled designator F. A diagram of the blocks follows:



The source could not give information as to the use of the blocks. Source also reported that 4-8 new dolphins had been installed along the northeast side of the protecting mole located at position labeled designator G.

8. Shipbuilding and Ship Repair Source observed a small boat yard at position labeled designator H during the first visit. Although the observations were made at great distance, source reported seeing what he believed to be 3-4 small control boats on the building ways.
9. Naval Vessels A great many naval vessels were deployed at subject port during the first call. Two Polish destroyers were reportedly located at position labeled designator I. Two old World War II "E-boats" were located at position labeled designator J. Source reported 6-8 50-foot Polish minesweepers located at position labeled designator K. A large number of small subchasers were located at position labeled designator L. Some World War II German "E-boats" were at position labeled designator M. Source reported, however, that most of them were destroyed or were not seaworthy. Regarding naval vessels seen during the third call, source reported that six motor torpedo boats were deployed at the head of the channel at Swinemunde. Twelve Polish small craft were sighted in Swinemunde Harbor. These patrol boats were armed with small guns mounted forward on both the starboard and port side.
10. Merchant Vessels [redacted] freighters berthed at the coaling berth located at position labeled designator N during the first call. One of the freighters, [redacted] discharged a gray material used in making cement and departed in ballast on the morning of 29 Mar 56. The berth was then occupied by the [redacted] which arrived the afternoon of 29 Mar 56. The [redacted] arrived in ballast and loaded coal. The berths for the ore smelting plant located at position labeled designator O were occupied by two [redacted] freighters and one Polish coastal freighter. Two [redacted] freighters and one [redacted] freighter were berthed at position labeled designator P. Concerning merchant vessels observed during the third call, source reported two [redacted] ships of about 8-9 thousand tons were loading coal at position labeled designator Q. Source believed these vessels were both of the [redacted] Line. Ten small [redacted] colliers were located at position labeled designator R. Source reported that six new, light gray Polish freighters were located at position labeled designator S.

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

C-O-N-F-I-D-E-N-T-I-A-L

NOFORN

NO DISSEM ABROAD

LIMITED

C-O-N-F-I-D-E-N-T-I-A-L

- 4 -

25X1

11. Shore Activities All crew members were allowed ashore with the one-pass system in effect. Upon return to the vessel after going ashore, vessel's master was thoroughly searched for unknown reasons. A few members of the crew became intoxicated while ashore but were not accosted by the authorities.
12. Miscellaneous Source reported that subject port has not changed since his last visit in 1948. He reported that city is very "run-down" and no attempt has been made to "clean it up." One female MORSKA representative said she was the only woman in Stettin allowed to board ships.

25X1
25X1

source. One of the pilots said he wished the Russians would leave Poland. Source believed the fire boat reported in paragraph 5 was being used as a surveillance boat.

~~SECRET~~
[redacted] HO Chart No 4925 with alpha-
betical designators A-S, UNCLASSIFIED./

25X1

- end -

C-O-N-F-I-D-E-N-T-I-A-L

NOFORN

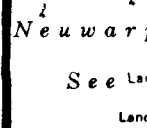
NO DISSEM ABROAD

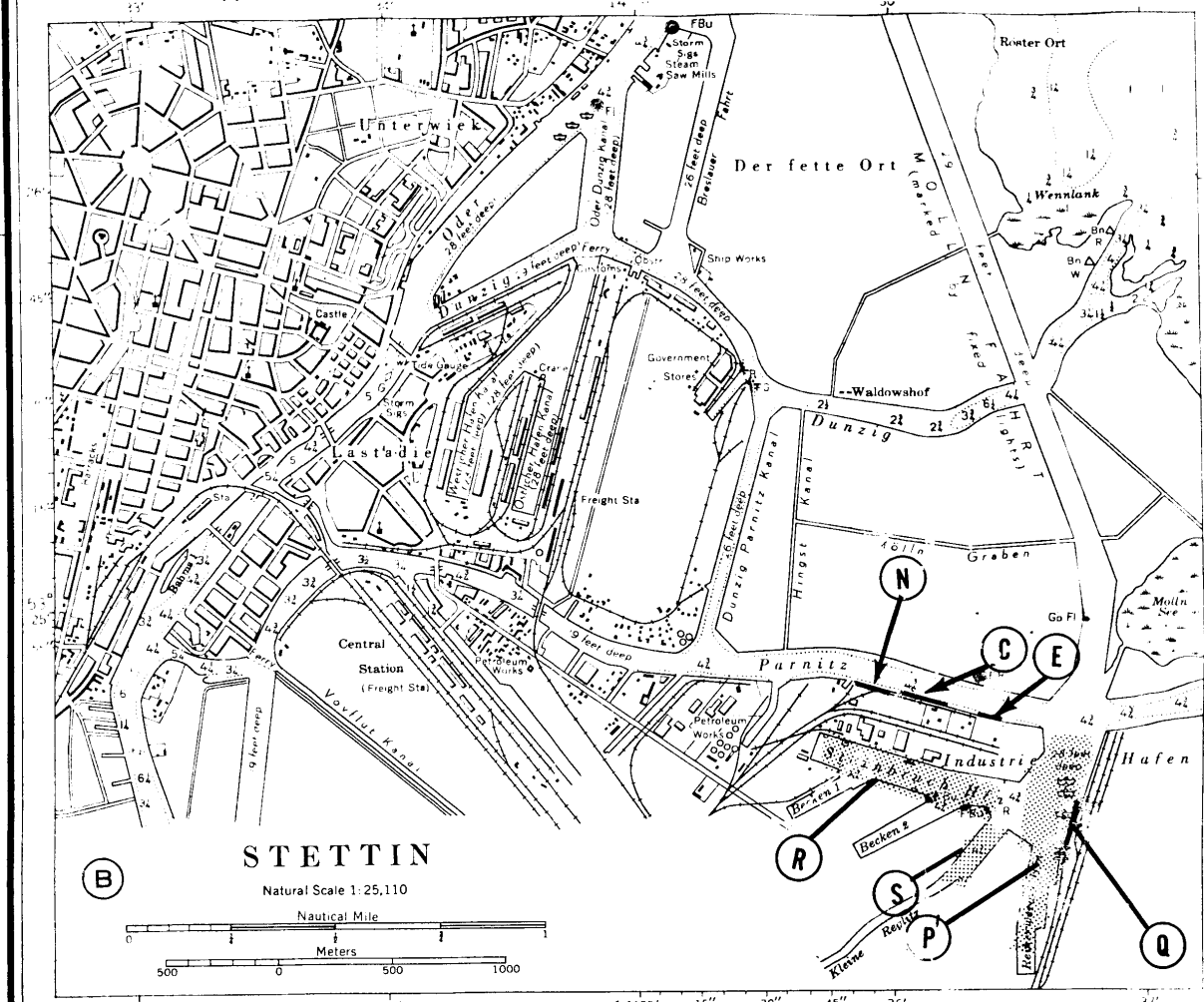
LIMITED

Approved For Release 2007/07/02 : CIA-RDP80T00246A001100130001-4

Page Denied

Approved For Release 2007/07/02 : CIA-RDP80T00246A001100130001-4





SEA NY IES TO AND STETTIN

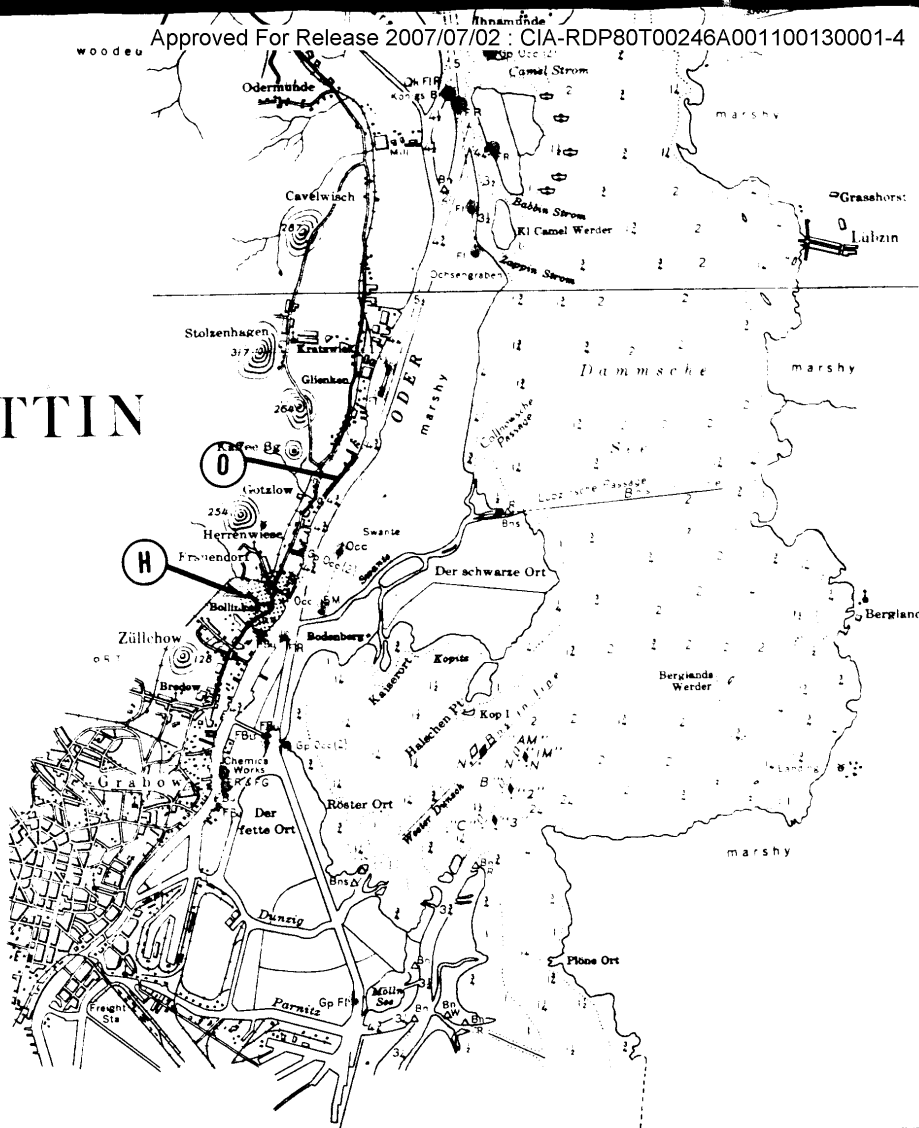
of 1904 and 1912
1947

FATHOMS
from Sea Level

MEAN SEA LEVEL

H. O. Chart No. 1

STETTIN



CONVERSION
FATHOMS TO

Fathoms	Meters	F
1	0.5	
2	0.9	
3	1.4	
4	1.8	
5	2.3	
6	2.7	
7	3.2	
8	3.7	
9	4.1	
10	4.6	
11	5.0	
12	5.5	
13	5.9	
14	6.4	
15	6.9	
16	7.3	
17	7.8	
18	8.2	
19	8.7	
20	9.1	
21	9.6	
22	10.1	
23	10.5	
24	11.0	
25	11.4	
26	11.9	
27	12.3	
28	12.8	
29	13.2	
30	13.7	
31	14.1	

Approved For Release 2007/07/02 : CIA-RDP80T00246A001100130001-4

